

**Ann Helmke**

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**From:** alan.story@hertfordshire.gov.uk  
**Sent:** 25 July 2019 14:01  
**To:** Planning  
**Subject:** Planning application 6/2019/1411/MAJ - Plot 5100 Mosquito Way

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**Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)**

**District ref:** 6/2019/1411/MAJ  
**HCC ref:** WH/176/2019  
**HCC received:** 03/07/2019  
**Area manager:** Manjinder Sehmi  
**Case officer:** Alan Story

**Location**

Plot 5100 Mosquito Way  
Hatfield Business Park  
Hatfield  
AL10 9WN

**Application type**

Full application

**Proposal**

Erection of a multi-franchise car dealership (sui generis use) with offices (B1 use class), workshops (B2 use class) and car storage (B8 use class), together with car parking, cycle parking, boundary treatment, landscaping, lighting and access

**Decision**

Other

S106 obligations in respect of; a) Travel Plan b) Travel Plan monitoring contribution of £6,000

Conditions:

1) Prior to the commencement of the use hereby permitted the proposed on-site car and cycle parking / servicing / loading, unloading and turning areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use. Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety.

2) Construction of the development hereby approved shall not commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

a. Construction vehicle numbers, type, routing; b. Traffic management requirements; c. Construction and storage compounds (including areas designated for car parking); d. Siting and details of wheel washing

facilities; e. Cleaning of site entrances, site tracks and the adjacent public highway; f. Provision of sufficient on site parking prior to commencement of construction activities; g. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Reason; In order to protect highway safety and the amenity of other users of the public highway and rights of way.

#### Advisory Notes

I recommend inclusion of the following Advisory Note (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1) The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN2) It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN3) It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN4) The applicant is advised that all routes marked on the plan associated with this development will remain unadopted and the developer should put in place a permanent arrangement for long term maintenance. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

#### Comments:

The application is submitted supported by a Transport Statement prepared by Vectos Transport Planning Specialists (April 2019). Whilst a development of this scale (based on sqm) would commonly be required to be supported by a Transport Assessment, I am satisfied that given the nature of the application (the overarching Outline to the site) and the detail presented within the TS, that this evidence shall be sufficient.

Outline planning permission for the mixed use re-development of the entire site (Hatfield Aerodrome) was granted in December 2000, such development was in accordance with the Boroughs adopted Hatfield Aerodrome Supplementary Planning Guidance November 1999. Recently the extant outline planning permission (as amended) at Hatfield Business Park was updated in respect of four undeveloped plots; 4100, 5000, 5600, 6000 for a further ten years with such application seeking outline planning permission, with all matters reserved expect access, for: flexible uses B1(a/b), B1c/B2 and Sui Generis up to the equivalent floor space for the remaining undeveloped 'Units of Development' (UD) for each Use on plots 4100, 5000 and 5600; and, a hotel use up to 59 Units of Development on plot 6000. (District reference 6/2015/2043/OUTLINE

The quantum of development floorspace permissible across the Business Park is limited by the extant section 106 agreement to the original application, which sought to limit any highways impact arising from development. Floorspace limits are calculated using a concept of “units of development” (UoD) (calculation based on floor space). The Transport Statement presents that there remain 367 Units of Development unbuilt across all use classes (table 1.2 of the TS), with 367 UoD remaining across B1a/b and B1c/B2 and Sui Generis use classes. The Highway Authority do not have a record of UoDs remaining, and the LPA is requested confirm that they are satisfied that the development represents development permitted under the Outline.

The site enjoys a shared access (secondary access) with the property to its’ west (plot 4000, being storey building for B8 (storage and distribution) (4,878 sq metres) and B1 (office/light industrial) (1,550 sq metres) use, together with 100 car parking spaces, constructed under district reference 6/2017/0624/MAJ) and a second (primary access) solely serving the site. I am aware that the Highway Authority has provided comments to a temporary structure providing limited car sales facilities at this site, providing an interim arrangement pending application and construction of the wider scheme (6/2019/0563/FULL). The scale of this earlier application was significantly beneath that now proposed.

### Trip Rates

The trip rates for the park as a whole were agreed by the Highway Authority under the outline consent, imposing the upper limit of development set out within clause 4.139 of the S106. Schedule 16 of the same document sets out the applicable quantum of development against each land use that equates to 1 unit of development.

The TS confirms there is 367 UoDs across the site that have yet to be constructed, and on confirmation by the LPA that they agree, the HA shall accept the conclusions of the TS that the proposals, against the schedule of accommodation against each use class, provides a level of development equivalent to 212 UoD. I would observe that the development includes 8270m<sup>2</sup> of B8 use class, yet it is understood that there is no further B8 capacity as permitted under the outline consent and associated 106, with the most recent outline (6/2015/2043/OUTLINE), not understood to affect this position. The LPA shall wish to be satisfied that the development is in accordance with the remaining unbuilt permitted development afforded by the Outline, however the HA are satisfied that the development would represent a total of 212UoDs and that this is within the level of remaining development within the consented scheme.

The HA have previously established that the highway interventions provided for within the Outline consent, and subsequent planning obligations, shall be sufficient for the development proposed. On the basis that this use is within the remaining, undelivered element of the consent, the associated traffic impacts are anticipated. I am satisfied that the level of trips generated by the proposed are provided for within local arrangements, noting that all highway interventions and sustainable transport obligations imposed by the outline have been put in place.

### Access

Both points of access (primary / secondary) to the site are by way of existing constructed vehicle access points onto Mosquito Way. Both accesses are formed as priority junctions, with 10m kerb radii, and carriageway width of 8m, provided with dropped kerb pedestrian / cycle provision.

The secondary access already serves as primary access for the distribution centre at this location. The Primary access is constructed in a similar form as that existing. No highway works are necessary to facilitate the development.

### Servicing

The submitted plans (drawing 2018-22-S-100) provides a 26m turning area for delivery vehicles. Such a distance was deemed acceptable under the adjacent application for an articulated lorry, with max UK permitted dimensions (length) of 18.5m. Whilst the Association of European Vehicle Logistics is lobbying the harmonisation of allowable loaded truck lengths for vehicle transporters, presently 18.5m is the maximum permitted in the UK.

Turning within the site is therefore considered as available and served from the Primary entrance. Such arrangements, secured as remaining available in perpetuity and not used for storage of further vehicles / items will minimise the risk of loading / unloading of vehicle transporters from Mosquito Way which would restrict available width and potentially undermine the safety of the access.

### Car Parking

The Highway Authority recognise that the Supplementary Planning Guidance and the S106 to the Outline define maximum parking standards across the Business Park. Section 4 of the submitted TS concludes that, on the basis of the split of accommodation proposed, application of the parking standards would enable parking between 226 and 599 car parking spaces to be provided in a policy compliant manner.

Much of this parking is provided as multistorey parking over workshop C and represents parking of vehicles for sale. Ramp structure to rear enables use of these spaces. The developer is directed to ensure that ramp structures are designed in a manner that complies with the IStructE recommendations on the design and construction of multistorey and underground car parks, paying particular regard to ramp gradients and transitions, and may need to consider the use of shallower transition ramps at the top / bottom of each ramp given the potential for low vehicle clearances given the specialist nature of the proposed occupier.

### Sustainable Transport

The site is located within reasonable walk distance from local bus stops, each provided with shelters, Kassel kerbing etc. Bus stops are located near to the site along both Mosquito Way and Gypsy Moth Avenue, approximately 100m from the site. The nearby bus stops have a number of services that operate from them: 331 (school service), 341 (Hatfield/Broxbourne – hourly), 601 (WGC – Borehamwood every 30 mins), 602 (Hatfield/Watford), 610 (Enfield/Hatfield/Luton – hourly), 611 (Hatfield/Enfield), 614/644 (Hatfield/Queensbury 30 minute frequency), 635 (Hitchin /Watford hourly), 641 (Broxbourne/Hatfield).

Bus services are supported by developer contributions to the original outline consented scheme. Site plans show secure cycle parking for upto 34 bicycles. The site benefits from local cycle routes, and therefore should seek to integrate and encourage (through the Travel Plan) such use of this travel mode.

In accordance with HCCs Travel Plan guidance (available <http://www.hertsdirect.org/docs/pdf/g/greentravelplans.pdf>) it is identified that a contribution towards the ongoing monitoring, support and engagement activities undertaken by the County Council to support business travel plans be secured, such a contribution for a travel plan of this nature shall be £6,000. This contribution, and the Travel Plan itself, should each be secured as a planning obligation.

The TP is broadly acceptable, however, a number of areas for additional information have been identified, namely that the document should be reviewed to include;

- statement from senior management/owner confirming full buy-in to the TP, also that a coordinator will be in post ahead of occupation
- Delivery arrangements for vehicles being brought to site
- The TPC for the site should attend the Hatfield Business Park site wide Travel Plan group meetings to benefit from joint initiatives and discussions.

In accordance with HCCs Travel Plan guidance (available <http://www.hertsdirect.org/docs/pdf/g/greentravelplans.pdf>) it is identified that a contribution towards the

ongoing monitoring, support and engagement activities undertaken by the County Council to support business travel plans be secured, such a contribution for a travel plan of this nature shall be £6,000. This contribution, and the Travel Plan itself, should each be secured as a planning obligation.

**Alan Story**

**Date 25/07/2019**

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